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號八十七百五千七第

日十二月七年寅甲

HONGKONG, WEDNESDAY, SEPTEMBER 9th, 1914.

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Hongkong, 24th April, 1914. [614]

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8.00 " " 10.00 " " 10 " "
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12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 10 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
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5.00 " " 6.00 " " 10 " "
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MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[661]

OREGON PINE.

**THE CHINA IMPORT AND
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Hongkong, 27th June, 1914. [728]

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Hongkong, 2nd May, 1914. [652]

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[820]

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Hongkong, 3rd July, 1914. [742]

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[31]

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[1492]

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THIS LARGE and ROOMY HOTEL
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has been renovated throughout and entirely
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DINING ROOM facing the sea. Cuisine
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For further particulars, apply to—
G. C. MOOSA,
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Tel. Add. "Phoenix," Macau. [943]

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Hotel electrically lighted, and under
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[1098]

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They give a free and lasting lather,
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HONGKONG OFFICE: 104, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG SEPTEMBER 9th, 1914.

We received by the mail from the United States yesterday a copy of a pamphlet written by Mr. John E. BENNETT, of the San Francisco Bar, in the form of a reply to a work entitled "Japan's Message to America," being a symposium of articles written by thirty-five leading Japanese dealing with Japan's industrial, ethical and sociological conditions, published especially for circulation in the United States. Apparently the object in view is to counteract the ideas current in the United States which go to support the movement opposing the free immigration of Japanese into the States, and the purpose of the book is obviously an appeal to the goodwill of the American people. In Mr. BENNETT's words, "it is a reaching out of the arms of Japan toward that people who first called her out of the night of feudalism and showed her the road to the higher light, not to forsake her, but still to point the way." It is, by the way, a somewhat exaggerated interpretation of the facts of history to regard Commodore Perry's arrival in Uraga Bay as first "calling Japan out of the night of feudalism into the higher light," but some latitude, we suppose, must be allowed the literary stylist as well as the common or garden poet. "As the more Japan extends her colonial domain," Mr. BENNETT tells his readers, "the larger must be her armament, her expansion becomes a peril. If she does not expand she is defenceless weak; if she does expand she may thereby be made still weaker." It is a little difficult, perhaps, to follow the reasoning, but the point Mr. BENNETT seeks to emphasise throughout his pamphlet is that "in her predicament Japan turns toward her powerful friend of the times past, her patron of old, who called her forth and whose protégé she became. She does not know why she so turns, but she senses security in American goodwill." Probably none will read Mr. BENNETT's patronising views

with greater amusement than the educated Japanese themselves, who are not devoid of a sense of humour. Japan is in no doubt as to her object in making this educational effort. She seeks to persuade and convince the people of the United States that the fears they entertain regarding the immigration of Japanese into the United States are based upon an inadequate or erroneous conception of her standard of civilisation. In their crusade against the exclusion laws the Japanese—and for that matter all Orientals—have a valiant champion in Mr. BENNETT, who contends that the doctrine of exclusion rests upon a mistaken belief regarding the effect of labour immigration upon wages of intra-country workmen. While the popular opinion is that such immigration lowers wages, Mr. BENNETT affirms that in truth it raises wages and increases general prosperity. We fancy it will be difficult work trying to convince the people of California of the truth of this. Mr. BENNETT is on much firmer ground when he argues that goodwill, in any effective degree, cannot exist between the people of closed nations. "The very existence of closure is a state of passive war. . . . No one in the United States ever heard any war talk about ourselves versus Japan, until the Japanese were excluded in 1907." That war talk, it may be added, has always been on the American side. Japan is far too sensible to think of war with America over the question. She understands the nature of the difficulties of the Government of the United States in regard to this matter and is content to rely upon educational and diplomatic efforts to remove the obstacles which now stand in the way of complete freedom of intercourse with the United States as well as with the British self-governing Colonies.

An English mail is expected on Saturday.

Owing to the war in Europe, it is probable that the Autumn Race Meeting of the Tientsin Race Club will be abandoned.

Lady May held her last At Home for the season at Mountain Lodge yesterday. There was a good attendance. The D.C.L.I. band played on the lawn.

Shanghai papers record with regret the death of Mr. John McLean Turnbull, sub-agent of the Mercantile Bank of India, Ltd. (of which corporation Mr. Turnbull was a director and one of the local agents), which occurred in very sad circumstances on the 2nd inst. The deceased had been suffering from acute gastritis for a week, and last Wednesday he was found dead in his bed at his residence, No. 6, Medhurst Road. Mr. Turnbull was 32 years old, and was a native of Portree, Skye, Scotland. After being in India and Singapore, he was appointed to Shanghai in March last year, and during his eighteen months' stay in the Settlement he had earned the respect of a large circle of friends.

FLOODS AT MANILA.

CAUSED BY PHENOMENAL RAINS.

As the outcome of a twenty-four hours' rainfall of 9.72 inches, the low-lying portions of Manila—Santa Ana, San Miguel, Santa Mesa, Malate, etc., were submerged on the 2nd inst., and the affected parts were in darkness at night-time owing to the water having reached the fires in the power station. Business was very much affected, only the more venturesome heads of departments and other employees going to the extent of hiring high-standing vehicles, and risking an exciting ride along the flooded streets. Many clerks hired the lowly *carraca* and were to be seen riding with their knees up to the level of their chests. The general hospital was flooded to a height of five feet, and fire pumps had to be requisitioned to deal with the damaging water. During this time all operations which were due to be performed had to be suspended. Numerous other buildings were also subjected to a severe drenching in the lower regions, and what fire pumps were available—for the Tandany Fire Station was flooded—were brought into use, but proved of little avail.

There were three casualties reported, the victims being Filipino girls, who were carried away by the current near the Concepcion College. All efforts to rescue them proved fruitless. Two of the bodies were recovered.

By the 4th inst. it was estimated that no less than 24-41 inches of rain had fallen during five days, but by this time the floods had disappeared as rapidly as they developed. Indeed, so quickly did the huge volume of water disappear that boats were left high and dry in the streets, and waggons had to be requisitioned to convey them away. An idea of the volume of water which poured over the top of the spillway of the Mariguina in twenty-four hours may be gathered from the fact that if this water could have been stored it would supply the city of Manila for four years, even though not a drop of rain should fall within that period.

Only on three occasions since 1867 has the twenty-four hours' rainfall passed the total of 9.72 inches in Manila. In September, 1867, 13.23 inches fell in a day, in July, 1880, 11.42 inches, and in July, 1899, the twenty-four hours' rainfall totalled 9.59 inches.

THE WAR.

ANOTHER GREAT BATTLE IN FRANCE.

ALLIES ON THE OFFENSIVE.

GERMANS COMPELLED TO FALL BACK.

The following official cablegram, received by H.E. the Governor, was forwarded to us for publication last evening:—

"General Joffre's plans are being steadily carried out. The Allied Forces are acting on the offensive and have been successful in checking and forcing back in a north-easterly direction the German forces opposed to them."

[A similar message issued by the Press Bureau, comes to us through Reuter's Agency.]

(THROUGH REUTER'S AGENCY.)

LONDON, September 7th.
8.05 p.m.

An official announcement at Bordeaux (the present seat of the French Government) states that the Anglo-French army, after two days' fighting, compelled the Germans to fall back.

LATER.

A Bordeaux *communiqué* published this afternoon says that a general action is proceeding at Nantouil, and from there all along the Grand Morin river to Vitry-le-François, extending to Verdun. Thanks to the vigorous action of the French troops, powerfully supported by the British army, the Germans, who advanced on Sunday as far as Coulommiers and the Laferte-guacher district have been compelled to fall back.

THE BRITISH CASUALTIES.

LONDON, September 7th.
6 a.m.

The British casualties altogether total 15,141, made up as follows:—

	Killed	Wounded	Missing
Officers	63	162	230
Men	2,12	1,061	13,413

CASUALTIES OF H.M.S. "PATHFINDER."

LONDON, September 7th.
11.40 p.m.

The casualties among the men of H.M.S. *Pathfinder* are given as four killed, thirteen wounded, and 243 missing.

THE GERMAN AND BRITISH ARMIES.

A COMPARISON OF THEIR MILITARY EFFICIENCY.

Yesterday the final section of the Press Bureau's review of the situation in France reached us through Reuter's Agency. It is a repetition in part of the Foreign Office dispatch received by H.E. the Governor and printed in our yesterday's issue, but the following portion is new:—

"The shooting of the German infantry is poor, while the British rifle fire has hitherto devastated every attacking column. Field-Marshal Sir John French's report dwells on the marked superiority of the British troops of every arm. Our cavalry do as they like with the enemy until confronted with twice their numbers, and the artillery have never been opposed by less than three times their number."

THE OPERATIONS IN BELGIUM.

BELGIANS INFLECT HEAVY LOSSES.

LONDON, September 7th.
1.50 p.m.

The Belgians inflicted five thousand losses in the fighting on Friday and Saturday.

MANY GERMANS DROWNED AND OTHERS STRANDED.

LONDON, September 7th.
1.50 p.m.

The dykes to the south-east of Antwerp have been opened and are causing tremendous flooding at high-tide beyond Termonde. Many Germans have been drowned and others are stranded on trees and house-tops. The Germans have also lost several guns.

DINANT SUFFERS THE FATE OF LOUVAIN.

LONDON, September 8th.
1.50 a.m.

A message from Ostend states that the Germans have destroyed the city of Dinant by shell fire and incendiarism, alleging that shots were fired from the heights overlooking the town.

[Dinant is on the right bank of the Meuse, 14 miles S. of Namur. It is a citadel town and is noted for its manufactures of cotton, iron, and copper goods. The population is about 8,000.]

BELGIAN VOLUNTEERS IN A FIVE HOURS' BATTLE.

LONDON, September 8th.
1.30 a.m.

Belgian Volunteers resisted a superior force of Germans, and after a five hours' battle between Melle and Quatrecht, retired in good order, whereupon the Germans occupied Melle and are now marching on Ghent.

(THROUGH REUTER'S AGENCY.)

RUSSIA'S GREAT VICTORY IN GALICIA.

TWELVE AUSTRIAN DIVISIONS COMPLETELY DESTROYED.

LONDON, September 7th.
9.00 p.m.

An official message states that altogether twelve Austrian divisions have now been completely destroyed near Lemberg.

Another Austrian army operating in the Lublin district sustained serious losses and is now acting on the defensive.

FURTHER BIG CAPTURES AT NIKOLAJOFF.

LONDON, September 8th.
4.10 p.m.

The Russians have captured the fortress of Nikolajoff, twenty miles south of Lemberg, and captured forty guns, mounted on steel cupolas, and also stores sufficient for a year. The fortress commands the passage of the River Dniester.

The Russians have also captured Rawaruska, which is thirty-two miles north-east of Lemberg, at the junction of four Austrian railways.

GALICIA MADE A RUSSIAN PROVINCE.

Count Bobrinsky has been appointed Governor-General of Galicia, which has been made a Russian province.

BRITISH OFFICIAL REPORT ON THE GENERAL SITUATION.

A GRATIFYING LIST OF BRITISH ACHIEVEMENTS.

The following official review of the present general situation, was received by H.E. the Governor, and kindly forwarded to us for publication:—

September 6th.

At the end of the first month of the war the command of the sea is left unchallenged in the hands of Great Britain and her Allies. The main German and Austrian fleets remain in their harbours under shelter of their mines and batteries. Four German cruisers, one auxiliary cruiser, two destroyers and a submarine, and an Austrian cruiser have been sunk. A German Dreadnought and a cruiser have fled without fighting and have taken refuge in the Dardanelles. The loss to the British Navy has been one light cruiser only.

As a consequence of this naval supremacy, over 300,000 troops have been able to cross the sea in different parts of the world without the loss of a man. The British Expeditionary Forces have been carried to France. Colonial Expeditions have been sent to attack the Colonies of Germany in Africa and the Pacific, and the French troops, under cover of the combined Anglo-French Mediterranean Fleet, have been escorted from Algeria to France. The resources of the Empire, under cover of the British Fleet, will be fully developed, and the armies in Europe will be reinforced by those of Australia, Canada, India, and Africa without ceasing. German mercantile marine has disappeared from the ocean, while the seas are open freely to the commerce of Great Britain. In every part of the outlying seas, in China, the Pacific, the Atlantic, German ships have avoided action with the British cruisers, preferring to make ineffectual attacks upon unarmed merchant vessels to encountering men-of-war. Although German cruisers are still at large, their depredations have been small and they are unable to remain in any part where serious attack could be made upon British commerce.

Strong as the British Navy is to-day, there will be an accession of strength within the next twelve months of not less than ten first-class capital ships, fifteen cruisers and twenty destroyers, thus still further increasing the margin of naval superiority in ships of all classes over Germany, who during the same period will not add more than a third of this number to her fleet.

The prices of commodities have only risen very little; there is only a small amount of unemployment; a fund amounting to over two million pounds has been voluntarily contributed by the people to meet any distress that may later arise.

The British and French Armies in France have fought a series of hotly-contested engagements in which they have inflicted on the enemy far larger losses than they have suffered. In the meantime, in response to the call of the Government, 300,000 fresh recruits have joined the British Army voluntarily. Many new divisions are already in process of organisation and the number of recruits now enlisting each day are equal to one division and a half. The whole Empire is absolutely united and firmly resolved to carry the war to a successful issue.

Great Russian armies have invaded East Prussia and are on the point of entering Central Germany. The Austrians have been decisively beaten, first by the Serbians at Shabatz and on the river Drina, and afterwards by the Russians in Galicia. They have abandoned their campaign against Serbia, and have lost the fortified city of Lemberg.

Outside Europe the Japanese fleet and a force of troops are blockading Tsingtau in China. The German colony of Togoland in West Africa has been surrendered to an Anglo-French force. By the capture of the German armed vessel *Wiesmann* on Lake Nyassa, the control of the whole of Lake Nyassa has been secured to Great Britain. Trade and industry in all British Colonies remains undisturbed. The colony of Samoa in the Pacific has been taken by a force from New Zealand.

WAR TELEGRAMS.

The following telegrams are from Japan newspapers:

LONDON STREET SCENES.

LONDON, August 3rd. The streets of the British capital, ordinarily so quiet on Sunday, were thronged throughout the day and late into the night yesterday, while everywhere were soldiers bound ostensibly for manoeuvres. The rumble of artillery and the bugle blasts struck the walls of the British patriots, and cheers supplanted the gloom that seemed to pervade the throng during the tense part of the crisis. Newspapers are ordinarily considered a desecration of the Sabbath, but extras appeared at frequent intervals yesterday, to the satisfaction of all.

The Cabinet meeting at Mr. Asquith's house, in Downing Street, was one of the greatest attractions. The throngs almost blocked the street and their cheers were loud when the Ministers appeared. The police had to clear a way for traffic.

During the progress of the Cabinet meeting hundreds of Labourites and Socialists, led by a band, marched past Downing Street, headed for Trafalgar Square to hold a meeting of protest against the war. The Ministers could hear the "Marseillaise," to which air the anti-militarists marched.

The Trafalgar meeting attracted thousands and was proceeding calmly enough until some one appeared with a Union Jack, which was raised above a red flag and caused a tremendous outburst of cheers. The bearer of the flag was carried shoulder high in the direction of Whitehall, while the red flags were torn down and trampled. A free-for-all fight followed between the Socialists and their opponents, finally resulting in the calling of mounted police, whose presence soon quieted matters. No arrests were made.

Ben Tillett, one of the speakers, was frequently interrupted and was invited to fight when the meeting was finally broken up.

In all the churches in London yesterday there were prayers for peace. There were big attendances at all services despite the heavy rain in the morning hours.

Learning that a Cabinet meeting had been called a second time, at 4.30 o'clock, fully ten thousand haughty Whitehallers, who the Ministers as they turned into Downing Street. Most of the officials came in automobiles, but John Burns walked, receiving a big ovation as he wedged his way through the crowd. Downing Street was heavily guarded by police, who permitted no one to enter until after the meeting was adjourned, after 8 o'clock.

Mr. Asquith was cheered as his automobile turned into Whitehall. With him were members of his family.

The Government buildings presented an animated spectacle all day, as well as at night, with officials hurriedly going to and fro and attracting the ever present throngs that seemed anxious to remain near the scene of activities. At midnight groups were going through the streets singing.

There was a scene of great enthusiasm outside Buckingham Palace last night. A crowd of five or six thousand gathered before the palace and sang the national anthem and called for King George, who, with Queen Mary, appeared on a balcony and bowed in response to cheers given for them and for France.

DETAILS OF THE FIGHTING IN BELGIUM.

PARIS, August 14th. Despatches from Brussels state that the artillery duel in the neighbourhood of Tongres has been resumed, and that the firing last night was heavy and continuous, indicating an action of some importance.

The main German army is being employed in the advance on France through Belgium, twenty-five army corps of the total strength of twenty-nine in the attempted invasion of France having been located by French and Belgium spies and observers. Of these twenty-five, the majority are now on Belgian and Luxembourg soil, ready for an advance in force. The border is practically open, only a few troops, comparatively speaking, being left there to guard the main points of a possible Russian advance. The evident strategy is to depend upon Austria to hold the Russians in check, while Germany concentrates her attack upon France.

On Wednesday there was a pitched battle near Hasselt, in which five thousand Germans were cut to pieces. The Germans attacked and were caught in ambush, losing three-fifths of their numbers. The slaughter was quick and decisive.

The first German prisoners are now arriving here, consisting principally of Prussian Uhlans, captured north of Namur.

Cut off from their base of supplies and their commissariat already inadequate, the advance German army of invasion south and west of Liege is reported to be in a desperate plight. The bodies of officers picked up on the battlefields have been found with raw potatoes in their pockets, evidently the only food available, while the soldiers have been leaving the lines to dig for food in the turnip patches and potato fields. Horses, which have starved to death have been found. There is absolutely no forage, the inhabitants having destroyed everything they could not carry away.

AT PONT-A-MOUSSEN.

PARIS, August 14th. From Tuesday until yesterday, says an official report from the Ministry of War, the French troops and the Germans have engaged on the Lorraine-French border, the Germans making an attempt to work south, down the valley of the Moselle. The invaders met resistance at Pont-a-Mousen, a fortified point north of Nancy, where two battalions of French were stationed. These were driven back, fighting, until reinforcements were hurried to their support, when the Germans in turn began to retreat, the retreat becoming a rout when the French guns came into action. The Germans left their dead and wounded on the field.

In this action, says the official report, the superiority of the French field artillery was demonstrated, the pieces having a greater range and a superior accuracy to that of the German guns.

GERMAN ARTILLERY.

The German projectiles, says this report, were noticeably poor. A hundred 211-centimetre mortar shells, weighing each 220 pounds, fell in Pont-a-Mousen, the centre of the hardest fighting. This cannonading, the War Office says, killed only four French soldiers and wounded three.

In the fighting in the attack upon the French position and the subsequent movements, the Germans lost a battery and three machine guns, as well as several wagons of ammunition.

In pursuing the invaders back to the line the French came upon the Twenty-first Baden Dragoons, who had dismounted and were fighting as a rear guard. The regiment was cut to pieces by the French cavalry.—Associated Press.

IN THE NORTH ATLANTIC.

HALIFAX, Nova Scotia, August 14th. The British cruiser *Bristol*, second class, of 4,800 tons, and carrying 376 men, the smallest vessel of the British squadron in the North Atlantic, last night fought a long range duel off this coast with the German cruiser *Karlruhe*, the fastest and largest cruiser of the German fleet. The *Bristol* made port safely, after exchanging shots with the enemy for half an hour.

LONDON, August 14th. The British command of the North Sea is evident from the arrival here yesterday from Scandinavian ports of a number of passenger vessels and freighters, bringing food supplies.—Associated Press.

STATE ENTRY INTO BRUSSELS.

LONDON, August 22nd. A special correspondent of the *Daily News*, who has just returned from Ostend, states that calm still reigns there. Extraordinary news of a German advance was trickling through the official telephones, but the public knew nothing. One refugee from Brussels described how the populace straggled out of the capital. When the Chemin du Nord station was closed and no more trains were allowed to leave, there was a general desertion of the city by motor car, motor-car, and on foot to get a few miles beyond the city in the hopes that the German advance would not go beyond Brussels. At Ostend there was no rush for the ship leaving for England; it simply filled up and that was all.—*Osaka Mainichi*.

LONDON, August 22nd. A Brussels despatch states that the German army entered Brussels in state on the 21st. When the commander of the Belgian forces at Brussels saw that further resistance was useless, he ordered the city guard to lay down their arms, and proceeded to the camp of the German commander, and offered to surrender with a view to avoid further sacrifice of lives and property. The German forces entered the city. After two hours, the German forces commenced to enter the city in triumph with the regimental bands marching in front of the regiments. The German cavalry, infantry, artillery, and engineers marched into the city in order, and a number of motor cars on which quick-firing guns were fitted followed.—*Osaka Asahi*.

LONDON, August 23rd. A Brussels telegram dated 8.25 p.m. on the 22nd states that, according to an official report, Germany has sent a Note to the King of the Belgians and announced that the German army did not intend to take possession of Brussels and therefore, if the city would surrender to the German army, its buildings would not be endangered. The German forces would pass through the city and would not even hoist the German flag there. This proposal was accepted by the King of the Belgians.—*Osaka Asahi*.

RUSSIAN CAVALRY CHARGES.

PETROGRAD, August 25th. Wounded Russian officers returning here state that the Germans use a great deal of barbed wire in the field. The success of the Russian cavalry in its charges on both infantry and artillery, they say, makes it necessary to revise the accepted opinions regarding the comparative capacities of the different arms.

THE FORTS AT ANTWERP.

LONDON, August 22nd. When, in pursuance of their pre-arranged plan, the Belgians were falling back on Antwerp, the Germans made an attack on their flank, but the Belgians skillfully evaded it, and took up a very strong position.

The forts at Antwerp are believed to be impregnable, being of the latest construction and equipment, well manned and well provisioned. The Germans may invest Antwerp, but they would have to do so in large force, and its reduction would take them several months.

The Belgians have blown up a bridge which is one of the main approaches to Antwerp, their water-supply is secured, and they are prepared to stand a prolonged siege.

THE DEFENDER OF LIEGE.

NEW YORK, August 22nd. General Lamont, the defender of Liege, whose exploit has won him world-wide fame, is a prisoner of war. He has been sent to Cologne, and is being treated with every respect, in marked contrast to the usual German manner.

A PLAN THAT MISCARRIED.

TOKYO, August 23rd. The right flank of the German troops who occupied Liege and Brussels is now marching westward, with the intention of taking Calais and securing the command of the Straits of Dover. This is in accordance with the original plan of campaign, and is simply a reproduction of Napoleon's strategy when he planned an invasion of England.

REMARKABLE STORY FROM NEW YORK.

LONDON, August 28th. The New York correspondent of the *Times* states that Count Bernstorff, the German Ambassador at Washington, acting together with Herr Dernburg, formerly Colonial Secretary, has opened a sort of campaign in the United States with a view to enlist sympathy for Germany in the present great struggle. Count Bernstorff denounces the action of the British in seeking help from what he describes as "yellow men," and warns the American people that the action of Japan in the Far East is aimed at obtaining the complete mastery of the Pacific.—*Reuter-Kohai*.

ALLEGED GERMAN BARBARITIES.

LONDON, August 27th. In the House of Commons yesterday a question was raised as to whether an inquiry was being made regarding the authenticity of the reported barbarities committed by German troops in Belgium as published by the Press Bureau, and if the Government was taking any step in the matter.

Mr. Asquith in reply stated that the reports were the result of investigations made by a Committee composed of high local officials and presided over by the Belgian Minister of Justice. The report was officially communicated to the British Government by the Belgian Minister in London. The Premier further said that the Belgian Government was at present understood to be taking necessary steps to have the matter brought to the notice of all civilized Governments.

THE USE OF THE AIRSHIP.

LONDON, August 21st. M. Pegoud, the "upside-down aviator," arrived in Paris to-day after flying 300 miles over Germany. At Metz, Captain Finck, who accompanied him, dropped a bomb on the Gracetti hangar. A Zeppelin was wrecked, also three tanks of petrol. Elsewhere two bombs were dropped, on two German convoys and dealt great destruction.

ALMOST INCREDIBLE.

The report of the Prefect of Meuse in regard to the villages attacked on the frontier of Lorraine states: "At Badenweiler two persons were killed, including the wife of the Mayor; 75 houses were drenched with oil and burned; the church was cannonaded and 15 hostages taken. At Brementil five citizens who were more than 74 years old were shot. Parux is nothing but a mass of ruins. Letters which have been found on German soldiers, either killed or taken prisoners, show clearly that burning the villages and killing the inhabitants has been directed in the General Orders of the German troops. These atrocities have been committed in the localities defended by the French army and not by the inhabitants.

FRENCH SINK A GERMAN CRUISER.

PARIS, August 27th. Admiral Boue de Laperriere has telegraphed that he, this morning, surprised a Prussian cruiser of the *Zenta* type before Antivari and sank her.—"Official Despatches to French Embassy."

PROVISIONING PARIS.

THE MEAT SUPPLY.

PARIS, July 29th. Paris, we are assured, is in no danger of famine in the event of a mobilization. This morning the city possesses a reserve stock of flour of 7,500 tons, or large enough to provide sufficient bread for close on two months for the whole population, whereas the mobilization period would not probably exceed twenty-two days. Of course during that period it would be absolutely impossible to provision the city from the outside. Paris would be compelled to live on her own resources. The city was not always in so favourable a position, and indeed, up to quite lately, the reserve stock of flour was sensibly under the amount which experts had considered desirable. But a few months ago a sum of £10,000 was voted, and a large reserve stock constituted by the Ministry of War.

But not even the Parisian lives by bread alone. There is the question of meat. Here it is more than possible that there would be a shortage towards the later days of the mobilization, for the livestock that reaches the Parisian market comes mainly from considerable distances. The supply will thus, during the mobilization, be entirely cut off, for it is impossible to drive cattle on foot from Normandy, for instance. Unfortunately, also, there is very little cold storage plant in or near Paris, and such establishments as there are will be requisitioned by the military authorities. Paris may then find herself for a few days reduced to a vegetarian diet. Fortunately it is the season of fruit, and Paris is, as you know, surrounded by a belt of market-gardens. Parisians, with their habitual good humour, will merely think that they are making *mouque*, or making a cure.

WHY RUSSIA IS AROUSED.

PETROGRAD, August 26th. The *Novoye Vremya* publishes an article written by the famous journalist Maximilian Harden, which appeared originally in the German newspaper *Zukunft* a few days after the declaration of war. The writer recalls the advice given by the Emperor William I. to his son—that he should never quarrel with Russia, an opinion expressed also by Bismarck. He considers that the present policy of Germany is a departure from the ideas of statesmen whose political genius found its object in work and not in boasting; which latter has brought all Europe against Germany. The German Government has failed to appreciate Russia, a country which is extremely pacific, but is capable of exerting immense power when roused and especially when roused by such a stimulating call as that of the liberation of Slavs from German oppression. The possibility of German success notwithstanding, the writer takes a pessimistic view as to the ultimate issue of the conflict.

SANITARY BOARD.

AN OLD SUBJECT DISCUSSED.

The usual fortnightly meeting of this authority was held yesterday, the President of the Department (Mr. D. W. Tratman) presiding. There were also present:—The Vice-President (Hon. Mr. A. F. Churchill), Hon. Mr. E. R. Hallifax, Hon. Mr. E. A. Hewett, C.M.G., Colonel Irwin, Messrs. Chan Kai Ming and Ng Hon Tsz, Dr. Francis Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant M.O.H.) and Mr. E. W. Hamilton (Secretary).

MR. GOLDRING'S INDISPOSITION.

The President said he regretted to inform the members that Mr. Goldring was ill, and unable to move the resolution of which he had given notice. Mr. Goldring had asked that the motion be put back to the next meeting.

AN OLD SUBJECT.

On the application to erect 12 water-closets and one trough closet in a block of buildings in Hanoi Road, Kowloon, Hon. Mr. Hallifax said he would not waste the time of the Board by going in detail into what he had said at the previous meeting. He would formally move the appointment of a Sub-Committee to go in detail into the questions connected with the applications for water-closets trough closets, and urinals, so that the Board should have a clear line to follow. The Committee would have before them the total number of such applications granted during the last few years, and compare them year by year, and when they had that before them they must go into the question of pollution of the fore-shore at the outfalls of the sewers. He remembered that there had been trouble on several occasions with the outfalls at the Canton Wharf, and others in the Wanchai district, in the Eastern Praya. They had had it said that they made no trouble at all about the Fleet more, or less in the harbour, and the 100 or 200 sampans, while they made a great deal of trouble about these water-closets. He (Mr. Hallifax) was not quite satisfied with that argument, and he wanted the matter cleared up. Every water-closet meant a further concentration of refuse on the foreshore. The ships in the harbour were more or less anchored, and certainly they were in a better position owing to the flow of the tide. The Committee would also have to go into the already from the remarks that Hon. Mr. Hewett had constantly been called upon to make and from the propositions that the Board had had to undertake that the supervision was not, even at this moment, sufficient for the existing water-closets and trough closets. If they added to the number of water-closets, more supervision would consequently be wanted, and they would have to go further into the matter and ascertain the cheapest method of effecting that supervision. If a sufficient water supply was available, some arrangement might be made to ensure the supply being automatically used; and that it should not depend merely on the pulling of a handle. They must also remember that in addition to the expenditure necessitated by extra supervision they would also be in danger of losing a good deal of conservancy refuse. Many hundreds of Chinese were making inroads into the profits of the conservancy contractor. He did not want to be misunderstood. He was with the principle of water carriage in every possible way as far as his reading of it went, but he did not want to give an opinion on these matters without knowing where they were being led, and without knowing definitely what a recommendation to the Governor-in-Council really meant. He wanted to make a recommendation with his eyes wide open, and for that reason he proposed the motion.

Hon. Mr. Hewett said he had great pleasure in seconding. His knowledge of Hongkong ran back for thirty-five years, and he was living in Robinson Road at the time when they could shoot snipe and woodcock at the back of his residence. All that was past. He had seen half-a-dozen woodcock on Robinson Road in the course of an afternoon. That gave the Board some idea of the change that had taken place in this Colony during the last twenty-five or thirty years. But the change that had taken place between, say, 1850 and 1910 was comparatively small when they looked upon the change that had taken place during the last two years in Hongkong. Places which they used to go to constantly with the hope of picking up two or three woodcock during an afternoon were now covered by dense masses of three or four-storied buildings—all demanding fixed water-closets and, as far as possible, a water supply. The University was a place which naturally attracted their attention in this matter and the Board did the best they could. But when they came to a question of building on Robinson Road, the lower part of Conduit Road, May Road, and Humphrey's

Estate, putting up thirty or forty buildings all demanding fixed water-closets the question was one which had to be seriously faced. All the more so because the position which had arisen during the last two or three years would double, nay quadruple, itself as the years went on. Certain firms had acquired very valuable properties on the Bowen Road at enormous prices—he need not go into the question, as he thought the Board knew what he referred to. It was unlikely that a big company was going to pay \$100,000 for a beautiful house for its manager to live in and build a big block of buildings for the staff to live in without asking for water-closets to be installed. It was only natural. If it was barely practicable in Hongkong, provided always there was sufficient water to flush the drains, how much more serious would the question be when they came to deal with Kowloon, which was a dead level? That was a point which the Hon. Secretary for Chinese Affairs did not touch upon—although he was sure Mr. Hallifax must have had it in his mind. They would have to have an enormous amount of water to properly flush the drains in the dry season—to sweep everything away, not on to the foreshore, which had proved to be a great source of danger, but well away. The Secretary for Chinese Affairs had asked to have the returns for the last two or three years, but for every one they had had during the past six months they would have a score later on. They had got to realise that it was their duty now to put before the Government some comprehensive scheme of what they thought was a possible way of dealing with the whole of Kowloon peninsula and a large section of Victoria island being covered by big blocks of buildings, all of which would require conveniences.

The Committee proposed consisted of Hon. Mr. Hallifax, Colonel Irwin, Messrs. Ng Hon Tsz and Chan Kai Ming, with the Vice-President as Chairman.

Hon. Mr. CHURCHILL said he was not prepared to serve owing to the pressure of his departmental duties and other duties owing to the situation in Europe.

Hon. Mr. HEWETT—Are you prepared to recommend an expert on your staff?

Hon. Mr. CHURCHILL—No. If any expert evidence is required I can get somebody to attend, but I am not prepared to recommend an expert on your staff.

It was thereupon decided to request the Government to recommend an expert on drainage to serve on the Committee, and the motion was carried.

THE PRESIDENT, referring to an application for permission to instal a water-closet at Kowloon Dock, said he thought this might be treated as a special case owing to the existing accommodation—or lack of it. He did not want in any way to force it on the Board, but he thought it highly desirable that the application should be granted, and he formally moved that they recommend the Governor-in-Council to grant it, subject to the usual conditions.

Hon. Mr. CHURCHILL seconded. On the matter being put to the vote, no hands except those of the proposer and seconder were held up.

Mr. CHAN KAI MING said it would be better to hold it back with the other application for consideration.

Hon. Mr. HEWETT seconded, and the amendment was carried.

Correspondence relative to the erection of 20 seat trough closets at Shek Tong Tsui was also held over, on the motion of Hon. Mr. HALLIFAX, seconded by Hon. Mr. E. A. HEWETT.

THE BIRTH-RATE OF RATS.

On the rat return being laid on the table, Hon. Mr. HEWETT enquired if the M.O.H. could inform him of the birth-rate of rats at the present time. (Laughter.) Dr. CLARK was understood to say that he could not.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory yesterday:—

10.30 a.m.—Cyclone or typhoon, Pacific Ocean, about halfway between the Mariana Islands and the Loochoos, inclining northward.

1.15 p.m.—Cyclone or typhoon, Pacific Ocean, about halfway between the Mariana Islands and the Loochoos, moving W.N.W. or N.W.

THE INDIAN RELIEF FUND.

SICHA, August 22nd.

The Imperial Indian Relief Fund is now over four and a half lakhs. To-day's subscription include the Maharaja of Gwalior one lakh; Raja of Sainla Rs. 2,000; Lalit Mohan Ghose brothers, Rs. 1,000; Lieutenant-Governor of Punjab, Rs. 750, Mr. J. B. Wood, Major General H. C. Stuart, Mr. L. J. Kershaw, Sir Henry Burt and, Radhaswami Hattang Sabha, Rs. 500 each.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HOME TURF.

THE ST. LEGER TO-DAY.

LONDON, September 7th. 4.00 p.m.

The probable starters and jockeys for the St. Leger which is being run at Doncaster (1 mile 6 furlongs and 132 yards) to-day is as follows:—

Brakespear (H. Jones), Orangeman (F. Bullock), Black Jester (Stern), Dan Russel (Rickaby), Glorvina (Prout), Evansdale (W. Huxley), Trois Temps (Clark), Ko-nymore (F. Templeman), Hapsburg (Foy), Peter the Hermit (Watson), Puy Fondu (Walter Griggs), Walton Heath (Donoghue), Shepherd King (Jelliss), King Edgar (Robbins), Carrick Fergus and Courageous have not yet been found riders.

Betting.—4 to 1 Peter the Hermit (t), 4 to 1 Hapsburg, 9 to 2 Kennymore, and 10 to 1 bar three (o).

BARRY RETAINS WORLD'S SCULLING CHAMPIONSHIP.

LONDON, September 7th. 4.00 p.m.

In the race for the World's Sculling Championship which was rowed over the Putney to Mortlake course, Ernest Barry, the holder, beat Paddon by two and a half lengths in 21mins. 23secs.

Last year Barry beat Harry Pearce the Australian sculler in the same event. The present makes Barry's seventh victory over the course. Indeed, he has never yet been beaten in a race between Putney and Mortlake.

[FROM THE RUSSIAN PRESS.]

M. DELCASSE INTERVIEWED.

PARIS, August 23rd.

The *Corriere della Sera* published an interview with M. Delcasse, the French Minister of Foreign Affairs, in the course of which he says: "I think that Germany rushed into the war without giving full consideration to the evolution of Russia. Germany certainly was assured that Russia would not dare to join France, and that Great Britain would never involve herself in the war." M. Delcasse gave the story of the Anglo-French relations, and, by official documents, proved that until 1904 the *Entente Cordiale* was not a treaty, but a friendly understanding between Great Britain and Russia by awakening the suspicion of Great Britain as to the intentions of France and Russia. With regard to Italy, M. Delcasse declared that France and Great Britain are prepared to reward Italy for her neutrality by the annexation of Trieste. The Triple Entente would not protest against the annexation of Trieste, nor the occupation of Valona, though Germany and Austria were against such a combination and would never permit Italy to close the entrance to the Adriatic Sea.

GERMAN SOCIALIST SHOT.

PETROGRAD, August 26th.

A telegram to the *Novoye Vremya* confirms the report that the leader of the Social Democratic Party, Herr Liebknecht, had been shot during an anti-war demonstration in Moabit, the industrial quarter of Berlin. The *Novoye Vremya* recalls that the father of Herr Liebknecht was arrested for high treason and sentenced to two years' imprisonment in 1870, when he protested against the war with France. He was one of the originators of the German Social Democratic party, and died in 1906.

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P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

REGINALD DENNIS, Deceased.

CREDITORS against the above Estate are notified to send in their Claims to the Undersigned not later than the 30th inst., after which date they will not be recognised.

DAVID SARSON & Co., Ltd.
Hongkong, 8th September, 1914. [1123]

NOTICE

SHIPPERS interested in Freight Rates to NEW YORK, BOSTON, Etc., Atlantic Seaboard Ports via PANAMA CANAL, Call on or address—
THE ROBERT DOLLAR CO.,
3, Queen's Building.
Phone 792.
Hongkong, 8th September, 1914. [1124]

HONGKONG CLUB.

NOTICE

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on WEDNESDAY, the 30th September, 1914, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 18th September, 1914.

Bearers of Debentures are invited to attend the Drawing.
By Order,
JAMES CRAIK,
Secretary.

Hongkong, 8th September, 1914. [1125]

SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN.

NOTICE

THE GENERAL MEETING OF OLD AND NEW SHAREHOLDERS of the SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN called for the 25th August, 1914, at 4 o'clock p.m., has not been held owing to the absence of a quorum—there being only 8,824 Shares represented against 15,200 Shares the holders of which were invited to discuss the business set forth in the Notice.

In view of the fact that the Law of 22nd November, 1913, fixes the quorum for the First Meeting at 1/3 of the Capital of the Company, the Board HEREBY NOTICES the Old Shareholders of the SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN and the New Shareholders to the 2,000 Preference Shares of the said Society, created by Resolution of the Meeting held on the 25th May, 1914, that a further Extraordinary General Meeting will be held at the Company's Office, 21, Rue Jules Ferry, Haiphong, on SATURDAY, the 17th October, 1914, at 6 o'clock p.m., for the following purposes:—

(1) To verify and acknowledge the sincerity of the declaration of subscription and of the payment relative to the increase of the Society's Capital by the creation of 2,000 Preference Shares of \$50 each.

(2) To vote upon all modifications considered necessary by this increase of Capital, specially as regards Articles 8, 11, 15, 44 and 47 of the Statutes.

By Order of the Board,
M. DANDOLO,
Hongkong, 8th September, 1914. [1126]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, Etc.

THE Steamship

"MERIONETHSHIRE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Goods not cleared by the 15th Sept. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 15th Sept., at 9.30 a.m. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th September, 1914. [49]

WANTED.

THE Undersigned are now open to receive TENDERS for Supplying their Ships with PROVISIONS, DRINK and ENGINE ROOM STORES, FRESH MEAT, etc. Also STEVEDORING and other Services.

Firms interested in the above may have a list of articles to be tendered for, upon application to the Undersigned.

THE ROBERT DOLLAR CO.
Hongkong, 8th September, 1914. [1127]

WANTED.

TO Hire Monthly, one tea-worthy MOTOR LAUNCH of about 30 feet L.O.A. and in good condition. For communication in the harbour.

Offers, including description, plan of the boat and the hire rent, please address to—
P.O. Box 472,
Care of "Daily Press" Office.
Hongkong, 8th September, 1914. [1122]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the OTT HALL, Hongkong, on SATURDAY, the 19th day of September, 1914, at Noon, when the subject of the resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution.

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 55, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid, a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly" ending the 30th June and the "31st December, shall make a General Meeting, and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 8th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 24th August, 1914. [1065]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ending 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th September, both days inclusive.

DOUGLAS LAPELLE & Co.,
General Managers.

Hongkong, 5th September, 1914. [1114]

HONGKONG TRAMWAY COMPANY, LIMITED.

SHAREHOLDERS who wish to give their support to the resolutions unanimously passed at the Meeting of Shareholders held in the City Hall, on the 1st day of August, 1914, to transfer the Directorate of this Company to Hongkong are requested to communicate with the Undersigned with a view to their giving proxies to vote at the Meetings for the furtherance of the said Resolutions.

JOHNSON, STOKES & MASTER,
Princes Building,
Hongkong.

Hongkong, 5th September, 1914. [1108]

ST. STEPHEN'S GIRLS' COLLEGE.

WORK RESUMED on THURSDAY, September 10th, at 9 a.m.

Hongkong, 8th September, 1914. [1118]

ST. PAUL'S COLLEGE.

WORK RESUMED on SATURDAY, September 12th, at 9 a.m.

Hongkong, 8th September, 1914. [1119]

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850.

TELEPHONE 1741.

A NEW STOCK OF "OAKMORE" MARCHING BOOTS

IN BLACK AND BROWN ENGLISH LEATHER.



THE LARGEST SELECTION

OF

BOOTS

AND

SHOES

IN THE COLONY.

THE LATEST

ENGLISH AND AMERICAN

SHAPES.

From \$10.00 to \$15.00

per pair.

LANE, CRAWFORD & CO.

TO LET

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

"ABERTHOLWYN" Peak Road. Six-Roomed House, completely furnished. Immediate occupation if desired.

Apply to—
Co., Ltd.,
Alexandra Buildings,
Hongkong, 29th August, 1914. [1033]

TO LET

"THE NEUK," No. 83, Peak.

Apply to—
SANG KEE,
Care of COMPTON DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION,
Hongkong, 9th September, 1914. [924]

TO LET

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply to—
A. S. WATSON & Co., Ltd.,
Hongkong, 9th July, 1914. [923]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 5th September, 1914. [1101]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 29th August, 1914. [1087]

TO LET.

IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SARSON & Co., Ltd.,
Hongkong, 5th August, 1914. [1017]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply to—
DEACON, LOOKER, DEACON & HARTSON,
Hongkong, 3rd September, 1914. [1101]

TO LET.

No. 7, KNUITSFORD TERRACE, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st September, 1914. [1091]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st September, 1914. [838]

TO LET

TO LET.

HOUSE, No. 3, OMSBY TERRACE, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUATION,
Hongkong, 28th August, 1914. [1056]

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Belle Buildings, 31, Wyndham Street.

Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press,
Hongkong, 11th July, 1914. [930]

TO LET.

No. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st September, 1914. [1061]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired.

For further particulars, apply to—
H. M. H. NEMAZEE,
Hongkong, 24th July, 1914. [968]

TO LET.

OFFICES in Hotel Mansions. From 1st September next.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 8th July, 1914. [915]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Fund ... \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

Reserve Liability of Proprietors \$15,000,000

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 7,488,250
Reserve Funds ... " 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.
Amoy, Kiu-chang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Yokohama, Calcutta, Manila, Tientsin, Canton, Moji, Takow, Dairen, Nagasaki, Tamsui, Foochow, Nanchang, Hankow, Hongkong, New York, Yokohama, Kagi, Osaka, Yokohama, Keelung, San Francisco, Etc.

HONGKONG OFFICE.
3, DES VOUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 18th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 58, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hongkong, Hankow, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000
equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities of the World.

THE BANK'S CREDIT LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital Fl. 17,407,000 (£1,450,530)
Reserve Fund Fl. 6,818,000 (£568,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEEIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central,
Hongkong, 3rd October, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000
Subscribed ... " 1,125,000
Paid-up ... " 552,500
Reserve Fund ... " 465,000

BANKERS:
BANK OF ENGLAND, and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... " £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to

Cutler, Palmer & Co.
The Wine Merchants of the East

MAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

REVIEWS.

The Story of Dorothy Jordan. By CHARR JENNOLU. With Illustrations. London: Eveleigh Nash.

William IV. is described in one of our histories as "good-natured, simple and genial." He may have possessed all three of these qualities, but after reading Miss Jerrold's exceedingly readable story of Dorothy Jordan, the average man will form a not very high estimate of Queen Victoria's predecessor. Miss Jerrold describes him as "obstinate, erratic, stupid, good-natured and intensely selfish." If her story is to be relied upon—and, on the face of it, it is a perfectly straightforward narrative, compiled after careful research in contemporary writings and priceless autograph letters made use of for the first time—then William, Duke of Clarence, must be convicted of the meanness of all mean deeds, namely, that of living largely upon the earnings of his mistress. This is a serious allegation to make against a King of England, and though the misery of Dorothy's lonely later days at St. Cloud was due undoubtedly to a great measure to the greed and incompetence of her own family, William cannot wholly escape blame for leaving her to suffer as she did after she had done so much for him.

Dorothy Jordan, it should be explained, was a renowned actress connected with Drury Lane in the latter portion of the eighteenth century. She was the daughter of Francis Bland, an Irishman, and Grace Philipps, herself the daughter of a Welsh clergyman. There is no proof that Dorothy's parents were married when she was born in 1761. Her parents were on the stage, and Dorothy made her debut at Dublin in 1779. There she had the misfortune to meet an actor named Richard Daly, a man of infamous character, who ruined her, and who was the father of her first child. It was in consequence of Dorothy's assault upon her virtue whilst still a woman of tender years that Dorothy and her mother (then a widow) and other members of the family removed hastily to England, where she speedily attained provincial fame in her profession. There is no need to follow in detail her career on and off the stage. Suffice it to say that she eventually established herself as a favourite in comedy parts at Drury Lane at the time when Mrs. Siddons, the famous tragedy queen, was the leading lady at that theatre; and that before she found what is euphemistically called "a protector" in Richard Ford, one of the directors of the theatre, she had another child, known to history as Hester Bettesworth. Ford was the father of at least two of her children. The Duke of Clarence then appeared upon the scene, and during the eighteen years or so they lived together they had no less than ten children. Their descendants live to-day under the name of Fitzclarence, and of them Miss Jerrold writes:

"By him (the Duke of Clarence, afterwards William IV.) she had ten healthy children, whose numerous descendants appear in *Debut* and *The Landlady*, and most of whom founded or strengthened our noble families. Among them now, at least, her name is honoured, even though amplified by their father's rank to remember their mother. But Bland and Fitzclarence, alike now prize the memory of the gallant, loyal, little woman to whom, in her life, and who died despairingly when tears burned her cheeks and sorrow filled her heart. Strangely enough, the great purist, Queen Victoria, herself helped to pick Dorothy out of the contemptuous public indifference when she allowed her grand-daughter, our Princess Royal, the daughter of King Edward and a sister of our present King, to marry the Duke of Fife, a great-grandson of Dorothy through her daughter Elizabeth. Queen Victoria, before her moral sentiments became too rigid, was very tender-hearted, and to Dorothy's family she was always good, even to the extent of allowing from her own purse an annuity of £100 a year to Hester, the actress' eldest sister, until her death in 1848."

Miss Jerrold readily arouses our sympathy for the loving and brave Dorothy, who sacrificed herself for mother, brothers and sisters, and sons and daughters, and continued to sustain the financial burden of the ménage at Richmond by means of her acting, when her royal lover was sharing in the receipts and playing a good-natured but somewhat contemptible part. The sad feature of Dorothy Jordan's life is that she never seems to have experienced the exceeding great joy of true love. Because of the sidelights it sheds upon the history of high-placed personages, as well as for its own human and pathetic story, Miss Jerrold's admirable volume should be widely read. The illustrations add to its interest.

Morocco. By Pierre Loti. With Twenty Illustrations. In Colour and Tint. London: T. Werner Laurie, Ltd.

Uniform with his volumes on Egypt, India and Siam, and with intuition of another on Japan to follow, Werner Laurie presents us with Pierre Loti's highly impressionistic description of Morocco, that wonderful land which lies so near to so self-contained, so little influenced by all that takes place on the other side of the Mediterranean. The translation is done so well by W. P. Haines that we feel that nothing is lost of the nuances of the great French writer and traveller. No writer of the present age is more gifted than Loti with the powers of observation; none more able in a sentence, in a phrase, to convey to his reader the impression he seeks to convey. Tangier, with its motley crowds, its busy market places, its sunlight and sand and picture-queeness, becomes an actual vision through these vivid pages; but it is of Fez and Mekinez, the desert and its obsessions, that we are told most. For Loti was one of an Embassy sent by the French Government to the Sultan of Morocco, and he describes, day by day, the progress of the Embassy from Tangier to Fez and back again. Loti is at his best in these descriptions. Like a true artist, he applies those deft little touches of colour that mean so much to a picture. If you have stood by a painter and watched him transfer from his palette to the canvas those spots of green or blue or red or white or yellow and seen the effect of each light touch, then you will understand something of the method of the Frenchman, this artist in words, and your inward vision will comprehend the picture as a whole. Like the artist he is, Loti knows how to lighten his descriptions by references to things and places likely to be familiar to his readers. It is but natural that, in Morocco he should find places that remind

AT YOUR SERVICE.

High quality goods, prompt and courteous service, combined with moderate charges, have enabled us to build up an organisation which controls the best equipped store in HONGKONG.

This organisation is at your service whether for articles of apparel for

LADIES', GENTLEMEN'S or CHILDREN'S WEAR.

WE SOLICIT YOUR INQUIRIES.

WM. POWELL, LTD.,

HIGH-CLASS OUTFITTERS AND FURNISHERS.

USE ONLY

DUTT'S "MANGO" BRAND CHUTNEYS AND CURRY STUFFS

"EAST INDIAN CONDIMENT CO." BRAND INDIAN CONDIMENTS.
SREEKISSEN DUTT & CO.,
CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and half bottles. For Kidney and Kindred troubles, bladder trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Biliousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

JOHN & E. STURGE, Ltd.
Birmingham (England).
PRECIPITATED CHALK
(Calc. Carb. Precip.)
All Grades, from lightest to very dense, to suit all needs.
CITRIC ACID, BICARBONATE of POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.

him of the Alhambra, that gem of architecture which the Moors left behind them in Spain; but Russia and Japan, and other countries as well, furnish him with memories, and all are wrought into his brilliant literary mosaic. There are other books on Morocco, but none that gives in broad outline, while laying contribution to so much in detail, such an interesting description of a wild and picturesque country.

A DOMINION'S HOUSE.

LORD GREY BEFORE ROYAL COMMISSION.

Lord Grey, giving evidence before the Dominions Royal Commission at Scotland House, Westminster, spoke hopefully of the ultimate success of his scheme for the erection of an Imperial building on the Aldwych site for the housing of the Agents-General and representatives of all the overseas self-governing Dominions and for the display of the products of the Dominions.

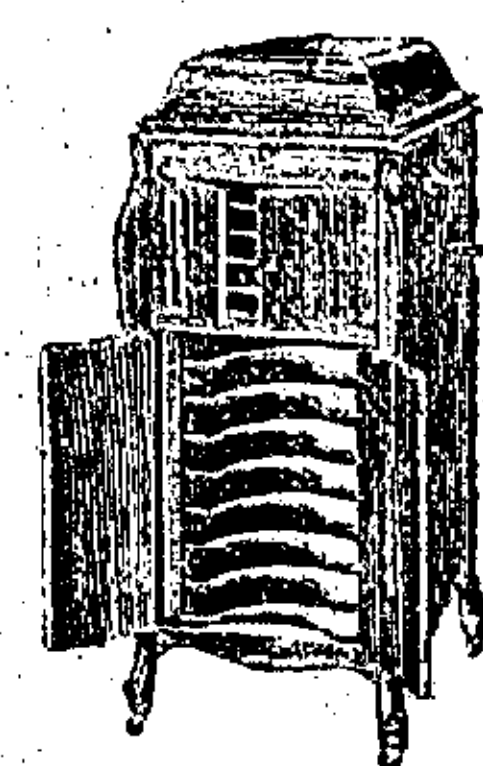
He thought he could say without exaggeration that never in the whole history of the Empire had any Imperial proposal been accepted with wider and readier enthusiasm. He had pointed out to the Dominions Governments and peoples that the erection in the most



VICTOR-VICTROL

PRICE

\$225.



PRICE

\$225.

INVALUABLE AS AN ENTERTAINER

EXCLUSIVE DISTRIBUTORS:

MOUTRIE'S



INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

[1048-2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

Arrived Hongkong on 2nd Sept, 1914, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees and shippers are notified that the goods and parcels for the P. & O. S. N. Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent

Hongkong, 3rd September, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "CARNARVONSHIRE"

FROM PORTLAND, SEATTLE AND JAPAN.

THE above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 6th inst. will be landed on Consignees' risk and expense and delivery must then be taken from the hazards and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Claims will be recognised after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on 12th inst. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 12th inst. at 9.30 A.M. All Claims must be presented on or before 5th inst., otherwise they will not be recognised.

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 5th September, 1914.

WEATHER REPORT.

On the 8th at noon, Pressure has increased slightly over the Philippines and considerably on the east coast of China. It has decreased slightly to moderate, at all other stations in the area.

A moderate anti-cyclone extends from Manchuria into the Pacific, and a depression covers the lower Yangtze Valley. Another depression, probably a typhoon, is indicated in lat. 20 deg. N. long. 135 deg. E. approximately, moving north westwards.

Hongkong rainfall for the 24 hours ending at 4 p.m. is as follows:

DISTRICT.	FORECAST
Hongkong & Neighbourhood	Light westerly or variable winds, (fine).
Formosa Channel	The same as Hongkong.
South coast of China between Hongkong and Lamooka	The same as Hongkong.
South coast of China between Hongkong and Hainan	The same as Hongkong.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 8th

	Day at 2 p.m.	On 6 a.m.	On 10 a.m.
Barometer	29.54	29.61	29.59
Temperature	81	81	80
Humidity	57	74	63
Wind Direction	West	WNW	WSW
Force	3	3	2
Weather	b	b	c
Rain			

Highest open air Temperature on 7th ... 89

Lowest open air Temperature on 7th ... 80

HONGKONG TIDE TABLE.

From 9th to 15th September, 1914.

		HIGH WATER		LOW WATER	
Day of Week	Day of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height
Wed.	9	h. m. 11 48	ft. 5 3	h. m. 5 47	ft. 2 6
Thurs.	10	0 32 a 6 2	ft. 6 1	m 6 37	3 2
Fri.	11	11 53	6 2	5 51 a	3 0
Satur.	12	1 21 a	6 2	5 48 a	3 1
Sun.	13	m 0 31	6 3	m 9 30	3 8
Mon.	14	No infer. high		nor low	water
Tues.	15	1 26	6 3	m 11 6	2 8
Wed.	16	No infer. high		nor low	water
Thurs.	17	2 42	6 4	0 12 a	2 3
Fri.	18	No infer. high		nor low	water
Satur.	19	4 8	6 6	0 56 a	1 9
Sun.	20	No infer. high		nor low	water

-it must be Bovril

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

Over 30 years ago the late Lord Bessborough testified to the benefits received from **HIMROD'S CURE**, an every post-bottle similar letters today.

HIMROD'S CURE for ASTHMA

PAID: FOR 40 YEARS.

Sold in tins by all Chemists and Stores throughout the Country. Beware of Imitations.

APIOLINE
(CHAPOTEAUT)

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to T. nsey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by a. Chemists.

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to T. nsey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by a. Chemists.

THE NEW FRENCH REMEDY THERAPION NO. 1
CURE GUARANTEED, EITHER SEX, WITHOUT INTERFERENCE.

THERAPION NO. 2
CURE GUARANTEED, EITHER SEX, WITHOUT INTERFERENCE.

THERAPION NO. 3
CURE GUARANTEED, EITHER SEX, WITHOUT INTERFERENCE.

SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO: R. LE GUEN, 10, rue de la Harpe, PARIS.

THERAPION
EAST TO TAKE SAFE AND LASTING CURE.

INSIST ON PAYING THERAPION.

Did you get
VAN HOUTEN'S COCOA?

Of course I did Mums — I don't like any other kind — An' don't forget it when you make the

Choc's this time

[1041-C-1]

SHIPPING

ARRIVALS.

CHEONGTUI, British str., 1,883, Lewis, 7th September—Swatow 8th September, Ballast—Butterfield & Swire.
 HAIMUN, British str., 614, A. H. Stewart, 8th September—Swatow 7th September, General—Douglas Lapraik & Co.
 KASHING, British str., 1,216, Myers, 8th September—Chingwan 1st September, Coal—Butterfield & Swire.
 LOONGSANG, British str., 1,292, W. G. G. Leask, 8th September—Manila 5th September, General—Jardine, Matheson & Co.
 MARIONETTES, British str., 3,400, R. Dodd, 8th September—Singapore 1st September, General—Jardine, Matheson & Co.
 SELUN, Norwegian str., 865, Hovbrender, 8th September—Bangkok 31st August, Rice—Chinese.
 SUSHU MARU, Japanese str., 8th September—Canton.
 SUNGKIANG, British str., 1,600, Robinson, 8th September—Hoihow 6th September, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 September 8th.
 HAIMUN, British str., for Swatow.
 KAMO MARU, Japanese str., for London.
 KANGHOW, British str., for Canton.
 KWONGSANG, British str., for Canton.
 YOKOHAMA MARU, Jap. str., for Japan.

DEPARTURES.

September 8th.
 CHENAN, British str., for Canton.
 CHISHUA, British str., for Manila.
 CHOYANG, British str., for Shanghai.
 FUKU MARU, Jap. str., for Wakamatsu.
 HAIYANG, British str., for Swatow.
 SAINT ROBERT, British str., for New York.

PASSENGERS.

ARRIVED.
 Per Selun, from Bangkok, Mr. D. Dowell.

DEPARTED.

Per Yokohama Maru, for Seattle, etc., Mr. S. Nakayama, Mr. C. Fukuda, Mr. G. Yano, Mr. S. Ozawa, Mr. M. Ito and child, Mr. Y. Yokoyama, Mr. W. C. C. Langdon, Mr. J. S. S. Cooper, Mr. G. T. Koch and Mr. J. W. Kreide.
 Per Kamo Maru, for Europe, etc., Mr. Brun, Mr. Shibagaki, Mr. Hashida, Mr. Yashida, Mr. and Mrs. Williams and 2 children, Mr. Brooks, Mr. Ohtani, Mr. Koushi, Mr. Ito, Mr. Ohtani, Mr. Matsusaka, Mr. and Mrs. Moulie, Mr. S. W. Stirling, Mrs. Carrel, Mr. J. C. Anderson, Mrs. Hadley, Miss Hadley, Miss Wells, Capt. E. E. Williams, Mr. R. Rankine, Mr. C. W. Philpot, Mr. R. Lindsay, Mrs. Kubo, Mr. P. Calmer, Mrs. Oaki, Mr. N. Mutoh, Mr. S. Shimada, Mrs. Monlemani, Mr. A. Renard, Mr. Monier, Mr. John Yates, Mr. J. Turner, Mr. Calmer, Mr. D. Godefroi, Mr. Deromel and Mr. T. Hayakawa.
 The P. & O. str. Candia is expected to arrive at Penang on the 10th September, at noon.
 The P. & O. str. Salsette left Singapore for this port on the 7th September, at noon, with the outward English mails, and is due here on the 12th September, at about daylight.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, FLYCOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HATVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA,"
 Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 12th September, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "PERSIA," due in London on the 23rd October, 1914.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 1st September, 1914. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	R. P. Stevenson	P. & O. S. N. Co.	About 10th inst.
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 13th inst., at Noon.
MANHATTAN, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	To-day, at 10 a.m.
MANHATTAN, LONDON & ANTWERP VIA SINGAPORE, &c.	CORDILLERA	Fre. str.	—	N. Kobayashi	MESAGHIES MARITIMES	About 14th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	T. Hori	OSAKA SHOSHN KAISHA	On 16th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	K. Hori	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CARDIGANSHIRE	Brit. str.	—	K. Hori	JARDINE, MATHESON & CO., LD.	On 30th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CHICAGO MARU	Jap. str.	—	A. J. Hall	OSAKA SHOSHN KAISHA	On 1st Oct., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. CO.	On 16th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. CO.	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 15th inst., at 1 p.m.
MEXICAN, PERUVIAN & CHINA PORTS VIA JAPAN	CHITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 20th Oct.
AUSTRALIAN PORTS VIA MANILA	SWITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 28th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	TUULWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	KUMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 19th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	KAGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst., at D'light.
YOKOHAMA, KOBE & MOJI	TOKA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA, KOBE & MOJI	NINRO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
YOKOHAMA, KOBE & MOJI	CHONGSHING	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 13th inst., at D'light.
YOKOHAMA, KOBE & MOJI	KUMONOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
YOKOHAMA, KOBE & MOJI	TAKSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
YOKOHAMA, KOBE & MOJI	KUWANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
YOKOHAMA, KOBE & MOJI	KANCHO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA, KOBE & MOJI	SAIBATE	Brit. str.	—	—	P. & O. S. N. Co.	About 12th inst.
YOKOHAMA, KOBE & MOJI	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 13th inst., at D'light.
YOKOHAMA, KOBE & MOJI	ANNU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst., at D'light.
YOKOHAMA, KOBE & MOJI	PENANG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
YOKOHAMA, KOBE & MOJI	CANDIA	Brit. str.	—	—	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA, KOBE & MOJI	TUTABORN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	KAMO MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 11th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	DAIGO MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 13th inst., at Noon.
YOKOHAMA, KOBE & MOJI	SHOBU MARU	Jap. str.	—	—	DOUGLAS LAPRAIK & CO.	To-day, at 11 a.m.
YOKOHAMA, KOBE & MOJI	HAIYANG	Brit. str.	2 h.	—	DOUGLAS LAPRAIK & CO.	On 11th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	2 h.	—	DOUGLAS LAPRAIK & CO.	On 18th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	TAKING	Brit. str.	1 m.	—	JARDINE, MATHESON & CO., LD.	On 12th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	KUMSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	TUJODAS	Dut. str.	—	—	JARDINE, MATHESON & CO., LD.	On 14th inst.
YOKOHAMA, KOBE & MOJI	RANGSON MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 16th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	LUZON MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 14th inst.
YOKOHAMA, KOBE & MOJI	SCIANI	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 12th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	YANSHING	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 19th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst.
YOKOHAMA, KOBE & MOJI	KAWACHI MARU	Jap. str.	—	—	THE BANK LINE LIMITED	On 25th Oct.
YOKOHAMA, KOBE & MOJI	SALAMIS	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 15th inst., at Noon.
YOKOHAMA, KOBE & MOJI	MAUSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	SUNGKIANG	Brit. str.	1 m.	—	—	—

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPEROR OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTAGLE	29 July	14 Aug.	17 Aug.	Moji 19 Aug.	22 Aug.	—
MONTAGLE	Wed'day 30 Sept.	3 Oct.	Moji 6 Oct.	7 Oct.	10 Oct.	24 Oct.	—	—	7 Aug.	14 Aug.	EMPEROR OF INDIA	30 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	£71.10	£71.10
EMPEROR OF ASIA	Meals and Sleeping	
EMPEROR OF INDIA	Car Berth across	£65 — £65 —
EMPEROR OF JAPAN	Canada 28 additional.	£43 — £45 —
MONTAGLE		

Hour of Departure—All Steamers sail from Hongkong at Noon.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 15,950, displacement 30,625 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING IN PORT.

STEAMERS.

BARON NAPIER, British str., 3,159, B. O. Goudoy, 4th September—Moji 30th August, General—Gillman & Co.
 CHONGSHING, British str., 1,893, Liddell, 6th September—Swatow 5th September, Rice—Jardine, Matheson & Co.
 HANGCHOW, British str., 999, Wake, 30th August—Saigon 25th August, Rice—Butterfield & Swire.
 HAIMUN MARU, Japanese str., 1,987, 1st September—Saigon 28th August, Ballast—Mitsui Bussan Kaisha.
 HONG BEZ, British str., 2,065, L. V. V. Egdom, 4th September—Singapore 28th August, General—Chinese.
 HOPSANG, British str., 1,559, C. A. Robertson, 6th September—Hoihow 4th September, Rice—Jardine, Matheson & Co.
 HVE, French str., 742, Cornelissen, 7th September—Haiphong 4th September, General—A. R. Marly.
 KAITO MARU, Japanese str., 1,067, Y. Yamamoto, 6th September—Swatow 4th September, General—Osaka Shosen Kaisha.
 KAMO MARU, Japanese str., 5,288, Shimizu, 7th September—Shanghai 4th September, General—Nippon Yusen Kaisha.
 KANGHOW, British str., 1,923, H. Lavers, 5th September—Shanghai 2nd September, General—Butterfield & Swire.
 KJELD, Norwegian str., 910, Holleson, 27th August—Bangkok 18th August, Rice—Chinese.
 KUTSANG, British str., 3,109, R. C. D. Bradley, 4th September—Calcutta 20th August, General—Jardine, Matheson & Co.
 KWONGSANG, British str., 1,246, Richard, 7th September—Swatow 6th September, General—Jardine, Matheson & Co.
 LAERTES, British str., 1,350, A. Jenkins, 4th September—Saigon 30th August, Rice—Chinese.
 LIDDESDALE, British str., 2,188, Farfor, 1st September—Durban 31st July, General—Dodwell & Co.
 MAUSANG, British str., 1,774, R. A. Matthews, 6th September—Saigon 1st September, Rice—Jardine, Matheson & Co.
 MEXICO MARU, Japanese str., 3,760, N. Kobayashi, 5th September—Shanghai 2nd September, General—Osaka Shosen Kaisha.
 No. 2 YEI MARU, Japanese str., 1,712, Itani, 4th September—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.
 ONPA, British str., 5,800, W. Cope Lyceott, 5th September—Yokohama 2nd August, General—Butterfield & Swire.
 SABINE RICKMERS, Dutch str., 873, Schmermann, 6th September—Swatow 5th September, Ballast—Asiatic Petroleum Co.
 SUSHU MARU, Japanese str., 1,118, K. Hattori, 5th September—Swatow 4th September, General—Osaka Shosen Kaisha.
 STANDAR, Norwegian str., 894, A. B. Bull, 6th September—Manila 2nd September, Ballast—Thoresen & Co.
 SUIKANG, British str., 1,716, Simpson, 4th September—Hongkong 2nd September, Coal—Jardine, Matheson & Co.
 SWANLEY, British str., 2,908, Steele, 27th August—Wooing 22nd August, Coal—Admiralty.
 TAIWAN MARU, Japanese str., 1,145, M. Sawada, 2nd September—Kwang Yen 28th August, Stone—Shewan, Tomes & Co.
 TAKSANG, British str., 698, W. McClun, 6th September—Chofco 31st August, General—Jardine, Matheson & Co.
 TUNGSHING, British str., 1,180, L. Hussey, 3rd September—Saigon 30th August, Rice—Jardine, Matheson & Co.
 WIMBORO, British str., 2,436, Cantell, 20th August—Wooing 22nd August, Coal—Dodwell & Co.
 YATSHING, British str., 1,424, Jarrett, 6th September—Kobe 31st August, General—Jardine, Matheson & Co.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. Mongolia arrived at Manila on the 8th September, at 9 a.m., and is expected to sail from that port on the 9th September, p.m., and will arrive at Hongkong on the 11th September, a.m.

THE AUSTRALIAN MAIL.

The E. & A. str. Eastern, from Sydney, etc., left Port Darwin for this port (via Timor and Manila) on the 2nd September, and may be expected to arrive here on the 14th September.

The A.O. Line str. Taiyuan left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 18th September.

MERCHANT STEAMERS.

The Ben Line str. Benworth, from Antwerp, Middlesbrough, and London, left Singapore for this port on the 7th September, and may be expected to arrive here on or about the 13th September.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"TAKSANG"	Thursday, 10th Sept., Noon.
† SHANGHAI, KOBE and MOJI	"KUTSANG"	Thursday, 10th Sept., Noon.
* SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Thursday, 10th Sept., 3 p.m.
* SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Saturday, 12th Sept., 3 p.m.
* MANILA	"LOONGSANG"	Saturday, 12th Sept., 2 p.m.
* TIENTSIN	"CHEONGSHING"	Sunday, 13th Sept., D'light.
† SHANGHAI	"KWONGSANG"	Sunday, 13th Sept., D'light.
† SANDAKAN	"MAUSANG"	Tuesday, 15th Sept., Noon.
* MANILA	"YUENSANG"	Saturday, 19th Sept., 2 p.m.
* YOKOHAMA, KOBE and MOJI	"KUMSANG"	Saturday, 19th Sept., 2 p.m.

RE-TURN TOUS TO J. P. A. N.
 The Steamers "KUTSANG," "NAMANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time coupled 20 days. This service is supplemented by the "FOOKANG," "KUMSANG" and "LOVAT," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning same direct to Hongkong. Time coupled 6 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tze, Chefoo, T'ain, Dalay, W'wei, T'ian & N'wanze.
 † Taking Cargo on through Bills of Lading to Kudat, Labad, Dato, Simporna, Tawao, Sunkan, Jesselton and Labuan.
 Telephone No. 315, Sub. Exch. 4.
 Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 8th September, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA, "CARDIGANSHIRE" ... On 30th Sept.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
 AGENTS
 Hongkong 27th August, 1914.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	SOCOTRA Capt. R. P. Stevenson	About 10th Sept.	Freight only.
SHANGHAI	SALSETTE Capt. A. F. Vign, R.N.R.	About 12th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SARDINIA Capt. J. T. Jeffery	Noon, 12th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. R. E. Feil	About 20th Sept.	Freight only.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KANCHOW"	On 10th Sept., 4 P.M.
HONGKONG, PAKHOI and HAIPHONG	"SUNGKANG"	On 11th Sept., 10 A.M.
SHANGHAI	"ANHUI"	On 18th Sept., 10 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 15th Sept., 4 P.M.
WEI HAI WEI and TIENTSIN	"KUEICHOW"	On 17th Sept., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 5th September, 1914.

TELEPHONE 36.

AGENTS.

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BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 11th Sept., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 18th Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 9th Sept., at 11 A.M.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 13th Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th September, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	14th Sept.	On 26th Sept. 10 A.M.
EASTERN	3rd Oct.	On 9th Oct. 10 A.M.
ALDENHAM		On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	20th Sept.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£80. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	¥120.	KOBE	¥135.	YOKOHAMA	¥150.
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Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS—

From Hongkong:	From Colombo:
26th Sept.	17th Oct.
"KATHIAWAR"	

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong:	"SALAMIS"	25th Oct.
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FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 16th Sept., at 4 P.M.
"CHICAGO MARU"	K. Hor	THURSDAY, 1st Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	SUNDAY, 20th Sept., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	FRIDAY, 11th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 13th Sept., at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 20th Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	X. Hattori	WEDNESDAY, 9th Sept., Noon.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,

Second Floor, No. 7, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO, HAI KONG.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
Sept. 3	SARDINIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALLOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MUOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	£65.	£91.
"B" " " " "	£59.	£83.
2nd Saloon "A" " " " "	£44.	£63.
"B" " " " "	£40.	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'FORE	Due at M'AILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 9
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single; £71 Return. 2nd Saloon £33 Single; £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
VICTORIA, H.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU Capt. T. Ito	12,500	TUESDAY, 22nd Sept.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	SHIDZUOKA MARU Capt. Iizawa	12,500	TUESDAY, 6th Oct., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 23rd Sept., at Noon.
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. E. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
KOBE and YOKOHAMA	KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
	RANGOON MARU Capt. Kamachita	12,500	MONDAY, 14th Sept.
	PENANG MARU Capt. Murazumi	12,500	SATURDAY, 19th Sept.
	TOSA MARU Capt. Joshihara	12,000	SATURDAY, 12th Sept.
	NIKKO MARU Capt. E. Takeda	9,600	TUESDAY, 22nd Sept., at 5 P.M.
	KAGA MARU Capt. G. Tabusa	16,000	FRIDAY, 11th Sept., at Daylight

Fitted with New System of Wireless Telegraphy.

Notice—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1241

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